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| WX SCOUT WILL PRECED | E CELL FORMATIO | N FROM AR | NO. 2 TO KADI | ENA BY 20 |
| MINUTES OVER SAME RO | UTE / ALTITUDE . | HE WILL E | E IN UHF CON | TACT |
| WITH MAIN CELL AT AL | | | | |
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| THE WX SCOUT WOULD F | OLLOW BY TWENTY | MINUTES. | MY ERROR. | |
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E. WX SCOUT WILL ARRIVE ARCP NO. 2 ONE HOUR AND 10 MINUTES PRIOR YOUR TAKE OFF. WILL PASSS REPORT TO YOU SOONEST.

F. WX FORECAST FAVORABLE THRU P1 AREA FROM 0300 - 0400Z. EXPECT SOME ISOLATED TSMS.

T O P S E C R E T TOR: 081903Z OCT 67

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| | DICTATES | THE FOLLOWING | | | | | | |
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LOWISLOW RETURN OF ARTICLE AND SUFFORT

25X1A

FINAL AUTHORITY: FERRY TACTICS WILL BE IAW A-12 TAC DOCTRINE CHAP III PARA 14 WITH THE FOLLOWING EXCEPTION. BECAUSE TANKER CELL JOIN-UP AT AR NO 2 IS NOT COVERED IN TAC DOCTRINE, AT AR NO 2, A-12 WILL MOVE TO THE LEFT WING OF THE BUDDY WHEN KC-135 CELL RENDEZVOUS AND JOIN-TANKER IN VISUAL FORMATION. UP HAS BEEN COMPLETED AT AR NO 2 A-12 WILL TRANSITION AND COMPLETE

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TOPSECRET PAGE TWO
SCHEDULED OFF-LOAD WITH THE SECOND TANKER. AFTER AIR REFUELING
HAS BEEN COMPLETED, FORMATION WILL COMPLY WITH PARA III
14, C, (5) TAC DOCTRINE. SUBSEQUENT CONTACT FOR AR NO 3 WILL
BE IAW PARA III. 4, C.

- 3. AT ANY TIME DUPING ENROUTE CELL RETURN SHOULD THE A-12 AND KC-135 ACFT LOSE FORMATION CONTACT AND JOIN-UP CANNOT BE RE-ESTABLISHED IAW A-12 TAC DOCTRINE ELECTRONIC OF VISUAL PROCEDURES, THE A-12 WILL:
 - A. ASSUME OWN NAVIGATION RESPONSIBILITY AND:
- (1) SQUAWK PACOM ORBIT CODE OF DAY AND CONTINUE TO KADENA
 TE FUEL PERMITS OR
- (2) SQUAWK EMERGENCY AND DIVERT TO PLANNED EMERGENCY
 BASE SHOULD FUEL QUANTITY DICTATE.

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| OXCART |
| 1. WX BRIEFING 08/1200Z INDICATES "GO" ROUTE NO. 1 (SOUTHERN |
| ROUTE) FOR RETURN NOX 519. |
| 2. "GO-NO-GO" BFG AT 08/1830Z WILL BE FINAL DETERMINATION |
| PROVIDED MSN APPROVAL RECEIVED FRO |
| 3. C-130 HAS BEEN EXECUTED TO AT APPROXIMATELY |
| 1800Z 8 OCT AND SHOULD APRIVE YOUR STATION 0100Z 9 OCT. 25X1A |
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| C. WX SCOUT | | | |
| SAME AS 1.B. | | | |
| 2. TIMING: | | . r | |
| | H HOUR | ZULU . | ETE |
| WX SCOUT T.O. | H MINUS 4:20 | Ø8/2040Z | 9 PLUS 16 |
| | H MINUS 1:50 | Ø8/2310Z | 6 PLUS 32 |
| AR TANKERS T. O. | H MINUS :05 | | 4 PLUS 51 |
| | | 09/01092 | 4 PLUS 46 |
| 25X1A ARTICLE T.O. | н нопк | 00101.00 | 25X1A |
| 3. NO CHANGE 25 | <u>×1A</u> | OFF | MINUTES BEFORE THE |
| 4. PARA A (1) - | TANKER WIL | L TAKE OFF | ATED AT 25X1A |
| ARTICLE, JOIN FORM | ATION AND CLIMB | AS COORDEN | MILD RI |
| PARA A(2) - AD | DED: LEAD WILL | BE ALTERNAT | ED BETWEEN THE |
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|----------|-------|---|---|---|---|---|---|---|---|---|--------|
| IN 56328 | | | | | | | | | | | PAGE 3 |

TANKER AND ARTICLE AS FLIGHT CONDITIONS DICTATE. IT IS MANDATORY
THAT THE ARTICLE BE ON THE WING PRIOR TO AND DURING TANKER TO TANKER
RENDEZVOUS AT PE-9. THIS WILL PROVIDE GREATER RENDEZVOUS CAPABILITY/
DEPENDABILITY AND SPEED UP THE ARTICLE'S TRANSITION TO THE SECOND
OR OFFLOAADING TANKER. EVERY EFFORT WILL BE MADE TO HAVE THE
RECEIVER ON THE WING PRIOR TO PENETRATING WEATHER WHEN ANTICIPATING
FURTHER OFFLOAD. BUDDY TANKER WILL CONTINUE TO BE RESPONSIBLE
FOR NAVIGATION THROUGHOUT THE MISSION.

- 5. PARA 5. A. ADDED: BUDDY TANKER AND ARTICLE WILL FILE FOR FC 270 BASE ALT OR BELOW. REFUELING TANKER WILL FILE FOR BLOCK 270-290 AFTER PE-9.
- 6. OTHER INSTRUCTIONS REMAIN THE SAME.
- 7. ADDITIONAL INSTRUCTIONS: TACTICS::
- A. SHOULD WEATHER PENETRATION BE ATTEMPTED WITH ARTICLE IN
 THE LEAD AND ANY TANKER LOSES RADAR, THAT TANKER MUST IMMEDIATELY
 LEAVE THE FORMATION AND REFILE. SHOULD RADAR BE LOST IN CLEAR
 AIR, THE DEFICIENT TANKER WILL BE PLACED IN THE LEAD AND THE ARTICLE
 WILL FLY WING ON THE LEADER'S LEFT FOR THE REMAINDER OF THE ROUTE.
- B. ALL TANKERS WILL FLY TO THE RIGHT OF THE LEADER OR IN A MODIFIED ENROUTE CELL. NO TANKER WILL FLY ON THE LEFT OF THE LEADER.
- C. EXPERIENCE HAS SHOWN THAT ARTICLE WHEN LEADING CANNOT HOLD ALTITUDE AS CLOSELY AS SAC TACTICS REQUIRE. ARTICLE PILOT MUST BE BRIEFED TO MAINTAIN ALTITUDE PLUS OR MINUS 100 FEET TO ADVOID

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| COLLISION POTENTIAL. (REF | 7 A) | |
| D. TANKER WILL NOT AT | TEMPT TO FLY VISUAL FORMATION | WITHOUT |
| A HORIZON VISIBLE (CLOUD | OR WATER) BEHIND THE PRECEEDING | NG AIRCRAFT. |
| 3. TANKER WILL NOT AT | TEMPT TO FLY CLOSER THAN ONE | HALF MILE |
| USING RADAR CELL KEEPING | PROCEEDURES. | |
| 8. RENDEZVOUS: ADDED:: | TANKER TO TANKER RENDZVOUS AT | PE-9 |
| WILL BE A BEACON RENDEZVO | US WITH ARC-50 BACK UP. ARTIC | CLE AND ALL |
| TANKERS WILL BE ON AIR RE | FUELING SECONDARY 296.0 FOR TH | E RENDEZVOUS |
| THIS WILL PROVIDE INTERPL | ANE COMMUNICATIONS. | |
| 9. REVISION OF TANKER TA | CTICS ON TELEPHONE LAST NIGHT | WAS NOT |
| COORDINATED NOR KNOWN TO | TTFC. PROVISIONS OF THE MESSA | GE MUST |
| BE ADHERED TO IF ARTICLE | IS TO LEAD IN WEATHER. TIFC W | ILL BE |

IN FACILITY FOR 1200Z TELEPHONE CALL.

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